

Intimations.

The Old
Familiar Beverage
**STONE GINGER
BEER,**
VOCAL "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

**WATKINS,
LIMITED,**
CHEMISTS, AERATED WATER
MANUFACTURERS,
APOTHECARIES HALL.

No. 60, Queen's Road Central, Hongkong
FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.
房樂大建威

Branches also at
Canton, Shanghai, Hankow and Peking.
Hongkong, 10th February, 1902. [714c]

**HONGKONG SUBSCRIPTION
LIBRARY.**
18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, ESQ., K.C.

TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODD, ESQ.,
R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year.
or
\$1.40.....Per Month.

The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference,
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
Ordinance Office.
Hongkong, 28th December, 1901. [1413c]

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**
Beaconsfield Arcade, Nos. 11 and 12,
and Floor. [774c]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [710c]

WILLIAM POWELL, Ltd.

SALE! SALE! SALE!

To-day's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**

**TO-NIGHT!
(THURSDAY),
MARCH 6th.**

**ENTERTAINMENT
AT THE
CITY HALL.**

**A SPECIALITY IN "TROUPE"
ENTERTAINMENT.**

**DRESSES OF A NEW AND ORIGINAL
DESIGN.**

**PROCEEDS TO BE DEVOTED TO
NAVAL CHARITY**

Bookings Daily,
COMPTON, CITY HALL.
Hongkong, 6th March, 1902. [262d]

NOTICE TO CONSIGNEES.

**FROM MIDDLESBROUGH LONDON AND
STRAITS.**

THE Steamship

"GLAMORGANSHIRE."

Captain Evans, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th instant, will be sub-
ject to sale.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th instant, at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 4th March, 1902. [287d]

**FROM HAMBURG, BREMEN, ROTTER-
DAM, COLOMBO, PENANG AND
SINGAPORE.**

THE N.D.L. Steamship

"BAMBERG."

Captain Zurbonsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant, will be
subject to sale.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
General Managers.
Hongkong, 6th March, 1902. [266d]

To-day's
Advertisements.

**THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO.,
LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE FIFTEENTH ORDINARY AN-
NUAL MEETING OF SHAREHOL-
DERS** in the above Company will be held at
the COMPANY'S OFFICE, No. 2, Connaught
Road, at NOON, on THURSDAY, the 20th
March, for the purpose of receiving the Report
of the Directors, with a Statement of Accounts
to the 31st December, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 20th
instant, both Days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 6th March, 1902. [277d]

**CHINA SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

**THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the Company will be held at
the OFFICES of the General Agents, on
THURSDAY, the 27th March, at Noon, for
the purpose of receiving their Report with a
Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to the 27th
instant, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 6th March, 1902. [278d]

**LUZON SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

**THE TWENTY-FOURTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS** of the Company will be held at
the OFFICES of the General Agents, on
THURSDAY, the 27th March, at Noon, for
the purpose of receiving their Report with a
Statement of Accounts to 31st December, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to the 27th
instant, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 6th March, 1902. [279d]

**THE INSTITUTE OF ENGINEERS
AND SHIPBUILDERS OF
HONGKONG.**

THE MANAGING COMMITTEE have
decided to INDEFINITELY POST-
PONE the DANCE which was to be held on
FRIDAY, the 14th March.

J. F. MILLER,
Hon. Secretary.
Hongkong, 6th March, 1902. [280d]

**WAR DEPARTMENT AND ADMIRALTY
CONTRACTS FOR MINOR WORKS.**

REPAIRS AND MATERIALS.

TENDERS are required for the TRIEN-
NIAL CONTRACTS for the 1st
APRIL, 1902, in the HONGKONG ENGINEER
DISTRICT.

Forms of Tender, Conditions of Contract
and all necessary information may be obtained
on application at the undersigned Royal
Engineer Office, by Letter addressed to the
COMMANDING ROYAL ENGINEER, or in person
between the hours of NINE and ONE o'clock
up to the 12th instant.

Tenders are to be forwarded to the D.A.A.G.
(D), HEAD QUARTER OFFICE not later than
12 NOON, on THURSDAY, the 13th instant.

(Sd.) L. F. BROWN,
Col. on the Staff,
Commanding Royal Engineer
in China.

R.E. Office,
Hongkong, 4th March, 1902. [281d]

HONGKONG CRICKET CLUB.

LAWN TENNIS TOURNAMENT 1902.

ENTRIES will CLOSE on TUESDAY,
the 25th March. Entry-Lists will be
found in the CLUB PAVILION.

J. BROWN,
Hon. Secretary.
Hongkong, 6th March, 1902. [282d]

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"BAMBERG."

Captain Zurbonsen, will be despatched for the
above Ports, on SATURDAY, the 6th instant,
at Daylight.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office. [283d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Ports, on SUNDAY, the 9th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 6th March, 1902. [284d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the
above Ports, on TUESDAY, the 11th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 6th March, 1902. [285d]

AN. APPEAL.

**THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD,** begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any FANCY or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Intimation.

**A. S. WATSON & Co.,
LIMITED.**
ESTABLISHED A.D. 1841.

CHAMPAGNE,

Jules Mumm & Co. Reims—
as supplied to Imperial and
Royal Courts of Europe.

DRY AND EXTRA DRY.

Per dozen Quarts.....\$48.00

Per 2 dozen Pints.....\$50.00

A high class wine, well known to
connoisseurs and a favourite at Good-
wood and Ascot Meetings, &c.

SCOTCH WHISKY,

Watson's celebrated

E

Blend.

Very old liqueur Scotch Whisky.

Per dozen \$15.00.

COGNAC BRANDY,

of the finest quality.

\$18, \$24, \$30 and \$36 per dozen.

PORT AND SHERRY,

of the finest vintages.

RAINIER BEER,

the finest American Beer in the
market.

CIGARS AND CIGARETTES.

**A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.**

BIRTHS.

At Ailsa, Mount Elizabeth, Singapore, on the
27th ult., of J. GRAHAM, of a daughter.

On the 26th February, at Logan Road, Pen-
ang, the wife of W. H. E. PENNELLY, of a
daughter.

MARRIAGE.

On the 15th January, at St. Mary's, Short-
lands, WILHELM LANCE CONLAY, of the
Federated Malay States Civil Service, to
GEORGINA MAUDE, daughter of the late Ralph
Skene Archibald, of Libiola, Shortlands.

DEATH.

On the 18th February, at Jersey, Channel
Islands, THOMAS WINDSOR, Aged 68, Senior
partner in Windsor and Co., Bangkok.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 6, 1902.

NOTES AND COMMENTS.

Wei-hai-wei.

Our sister colony of Wei-hai-wei has come
prominently before the Far Eastern public
ever since Lord Onslow made his statement
in the House of Lords, anent its future
government and prospects. Our well-
informed contemporary the *North China
Daily News* has attacked the matter
vigorously and, after repeating the statements
made by the noble Lord, says:—

Now it will hardly be believed, though it is
the fact, that the fortifications of Wei-hai-wei
are completely finished, except for the actual
mounting of the guns; and so far from their
requiring great expense, they were completed
at about one-half the original estimate. We
suppose it shows a want of respect to charac-
terise Lord Onslow's remarks about the small-
arm naval gun-practice, and the possibility of
using Wei-hai-wei as a sanitarium as flimsy, but
that is what they are. Wei-hai-wei with its
magnificent climate, equal to that of the Riviera,
and its other natural advantages, with the great
improvement in the accommodation for visitors
that is promised, bids fair to become the sanita-
rium for the whole China coast; and if Mr.
Stewart Lockhart wants to make it a success,
he will take care that some garrison at any rate
remains there, with some officers and a military
band: Officers and a military band are an
indispensable attraction nowadays.

Our Wei-hai-wei correspondent whose letter
we publish this morning makes some very
pertinent remarks about the announced dis-
bandment of the Chinese Regiment. It was
just like the present Government to make the
announcement in the House of Lords, so that
it should be publicly known at Wei-hai-wei
some days before it was officially intimated to
the responsible authorities; and now the *Wei-
hai-wei Gazette* says "We are officially in-
formed that the statement that the Chinese
Regiment is to be disbanded, which was given
in the telegraphic summary of Lord Onslow's
speech, is incorrect, and though the Chinese
Regiment may gradually be reduced from
its present strength of 1,300 men, there is no
intention to disband it." It is not to be killed
outright, but allowed to die gradually. We pre-
sume that when the mothers and grandmothers
of these gallant soldiers send for them to come
home for some domestic function, instead of
being punished by court-martial as deserters as
they are now, much to their bewilderment, they
will be given a dollar and told to stay away. And
it was only a few weeks ago, we are told, that
a fresh batch of British non-commissioned-offi-
cers arrived for the Regiment on a three-years'
engagement. The real fact is that there is
nobody now at the War Office in London who
takes any personal interest whatever in the
Regiment, and it is left to any subordinate
there to do what he likes with it.

Lord Onslow's most amazing statement is
that under the rule of Mr. Stewart Lockhart
the revenue will increase largely, and Wei-
hai-wei become an important commercial port
like Hongkong. We have the most unfeigned
respect for the abilities of the new Governor,
on whom it is rather hard he should be publicly
warned beforehand that he is expected to largely
increase the revenue; but the present Govern-
ment effectually prevented Wei-hai-wei from
ever becoming an important commercial
port, even if it had all the advantages of situa-
tion which it obviously lacks, when Mr. Balfour
voluntarily engaged with Germany that Great
Britain would never connect the port by
railway with the rest of the world. This extra-
ordinary engagement was defended by Mr.
Balfour in the Lower House, on the plea that
no real harm was done by it because Wei-hai-wei
would never become a commercial port; and
now a member of the same Government gets
up in the Upper House and blandly makes a
directly contradictory statement. The one
commercial advantage that Wei-hai-wei pos-
sesses is its harbour; it might become a
commercial port if it were allowed railway
connection with the interior of Shantung; but
with that chance interdicted, its future is not a
promising one. To a Britisher it is humiliat-
ing to contrast the systematic way in which
Tsingtao has been developed by the German
authorities with the carelessness and indiffer-
ence that the British authorities have shown
in their dealings with Wei-hai-wei. It must be
disheartening to General Dordard, after the
good work he and others have done there, to
see such ignorance and apathy displayed by
the Government at home.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE CONVOY PRISONERS.

London, March 4th.

Lord Kitchener reports that Colonel
Anderson who commanded the empty con-
voy recently captured by the Boers, has
arrived at Kraaipan with nine officers and
245 men.

GERMANY AND CHINA.

Count von Bülow, speaking in the Reich-
stag, said that German policy was in nowise
altered by the Anglo-Japanese agreement,
which was not harmful to German interests.
Germany was not pursuing territorial aims
in China or Korea, and only desired to safe-
guard her commercial development.

Regarding concessions in Shantung, Ger-
many only demands the open door, and
there is no question of German exclusive
rights in that province. Germany does not
want any extra sausage in China, but de-
mands the same rations as others.

THE SUGAR CONVENTION.

The Sugar Convention has been signed,
and will come into force on the 1st Septem-
ber, 1903. It provides for the abolition of
all bounties, the reduction of import duties
to an uniform six francs, and the imposi-
tion of countervailing duties against states con-
tinuing bounties.

THE GERMANS AT SHANGHAI.

Count von Bülow, referring to the Ger-
man garrison at Shanghai, said that what
was legitimate for others in order to secure
commercial interests, was legitimate also for
Germany.

CRICKET IN AUSTRALIA.

The Australians have won the fifth test
match against Maclaren's English Eleven by
33 runs.

SOUTH AFRICA.

THE WEEKLY RETURNS.

Lord Kitchener reports that the week's
operations have resulted in 84 Boers killed
and wounded, and 1,008 prisoners and
surrenders.

**MR. BRODRICK AND THE
RE-MOUNTS.**

Mr. Brodrick denies that he has dealt with
Lord Kitchener in aiggardly spirit on the
question of re-mounts. During the past
thirty months 550,000 animals have been
purchased and landed in South Africa.

**COTTAM & CO. NEW SCARVES AND
COTTONS.**

**COTTAM & CO. THE SAGLAN OVER-
COAT.**

LOCAL AND GENERAL.

EXCHANGE is down to 12.91d.

GOLD LEAF is quoted at \$56.80 per tael.

THE BUYING RATE for sovereigns is
\$10.93.

TIENTSIN BRITISHERS have decided to
hold a formal celebration of King Edward's
coronation.

WATER—For unlawfully interfering with the
water service Tin I was fined \$5 or 7 days. She
went to prison.

TENDERS ARE REQUIRED for the trien-
nial contracts from the 1st April, 1902, in the
Hongkong Engineer District.

THE DANCE arranged by the Institution of
Engineers and Shipbuilders to take place on
the 14th inst. has been postponed indefinitely.

A SPECIAL TRAM for the Peak and inter-
mediate stations will leave at 12.45 a.m. to-
morrow after the dance on board H.M.S. *Goliath*.

THE WATER ANALYSES for the month of
February show that the services at Kowloon,
Tytan, and Pok-fu-lum provide water of
excellent quality.

TENNIS TOURNAMENT—As announced
in our advertisement columns, entries for the
Hongkong Cricket Club Lawn Tennis Tourna-
ment close on Tuesday, the 25th inst.

THE LIMEWASHING RETURNS for the
fortnight ended March 1st showed that in the
Eastern district 1,310 houses out of 2,023, had
been limewashed, and 574 inspected since the
last report.

COLOSSAL DIVIDENDS—At the general
meeting of the Yaku Tug and Lighter Co.,
Tientsin, dividends were declared of 127 per
cent for 1901, making in all one hundred and
seventy two per cent. for the two years.

THE HAINAN—We are informed that the
Douglas steamer *Hainan* which has been
doing duty for the American Government down
in Manila, will shortly return for repairs and
overhaul, whilst the *Hailong* will go down to
the Philippines to relieve her.

WORK OF THE CLEANSING GANG—
The Medical Officer of Health reports that
the work of cleansing was resumed on the 17th
February, and that during the ensuing week
659 houses were dealt with, 1,615 floors were
fumigated, and 2,067 floors cleaned.

LEADS—T. Elvins of the Hunghom Docks,
charged Chan Sze, with stealing 40 lbs. of lead
valued at 40 cents, the property of the
Hongkong and Kowloon Dock Co. As the
fine imposed was not forthcoming, he was sent
to gaol for a week to ruminate over his mis-
deeds.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The thirty-third ordinary meeting of Shareholders of the China Fire Insurance Company was held to-day at the Company's Offices, No. 3, Queen's Road Central. There were present—Messrs. C. S. Sharp (Chairman), N. A. Siebs, A. Haupt, D. M. Moses, M. W. Slade, R. Shewan, E. Goetz (Directors), Geo. L. Tomlin (Secretary), G. T. Veitch, E. Osborne, C. Palmer, T. H. Reid, J. S. Ronch, W. H. T. Davis, Major H. H. Brown, A. H. M. Da Silva, E. J. Moses, R. H. Leigh, Han Fat, J. R. Michael, R. C. Wilcox, G. De Champeaux and J. J. Lewis.

After reading the notice convening the meeting, the Chairman said—Gentlemen, The Directors' Report and Statement of the Company's Accounts for the past year having been in your hands for some time I will, with your permission, now adopt the usual Custom and take them as read. I am pleased to say that the year 1901 has run out leaving us with the satisfactory balance of \$186,918.54 as profit as compared with \$143,412.79 in 1899, the loss ratio being 41.25 per cent as against 57.70 per cent for the previous year. This result enables us to recommend the usual Dividend of \$6 per share, or 30 per cent on the paid-up capital, absorbing the sum of \$120,000; \$207 as Bonus to contributors of premia and to transfer to Extra Reserve Fund the balance of \$66,918.54, which will then make that Account stand at \$91,341.55. Perhaps some of you may feel that with the additional profit earned in 1900 an increased dividend might have been recommended, but after mature consideration your Directors came to the conclusion that in the best interests of the Company it was advisable to continue the same steady Dividend until at least we had built up the Extra Reserve Fund to a sum sufficient to meet a year's dividend should unfortunately heavy losses wipe out an entire year's profit, and with this object in view it seems possible that by the time our 1901 Account has run off this may have been attained should we have ordinary fortune in the next twelve months.

I do not wish to convey, however, that we consider an Extra Reserve Fund of \$120,000 as finally sufficient, but merely that when that figure has been reached it will in the opinion of the Board be time enough to think of distributing more of our profits and setting aside less against bad times. Turning now to our Balance Sheet there is nothing calling for special remark except the new item of "Rural Building Lots Nos. 42 and 84," which stands as an asset of \$7,500. This was an old standing mortgage in our book, originally at \$10,000, and when the mortgagee died it was found advisable for us to take over the property in liquidation of the debt, but I hope that we will eventually be able to dispose of the property without loss to the Company. Our holding of Debentures has been reduced by sales of the Shanghai and Hongkong Wharf Co., Ltd. being paid off on the 31st December last, and our mortgages in Shanghai are also less than shown in our last Report. Our working Account for 1901 shows an increased carry forward of \$20,122.75 as compared with 1900, made up principally from gains in premia and interest and a small falling off in losses, and we hope that the amount of \$337,321 now carried forward will not be seriously diminished by our liability under 1901 policies during the current year. Since the 31st December last we have incurred losses to the extent of \$9,388.49 of which \$7,468.83 fall on the 1901 Account. I should not fail to mention, in concluding my remarks, that the Company's Surveyors have carefully reported on our advance under mortgage and I am happy to assure you that the same are quite satisfactory. I will now move "That the Directors' Report and Statement of Accounts for the year 1901 be presented and adopted." After this has been seconded I shall be pleased to answer any questions that may be put relating to business before the meeting.

ELECTION OF OFFICERS.

There being no questions asked, the business of electing officers for the ensuing year was proceeded with. The confirmation of Mr. E. Goetz as a director was proposed by Mr. Palmer, seconded by Mr. Davis and was unanimously carried. On the motion of Mr. Veitch and Mr. T. H. Reid, Messrs. H. W. Slade and R. Shewan were elected directors.

At this juncture Major Brown rose, and said that he thought, considering the amount of Insurance Companies which Mr. Shewan was interested, with due regard to Mr. Shewan's abilities, that the gentleman in question would have little or no time to devote his attention, to the

CHINA FIRE INSURANCE COMPANY.

Mr. Osborne, however, spoke against the motion brought in by Major Brown, and said that no doubt Major Brown's remarks were very highly interesting, it should Major Brown's ideas be adhered to would mean the abolition of all Insurance Companies in Hongkong. The sound judgment of Mr. Shewan in business matters had always been appreciated, and though Mr. Shewan was connected with other Insurance Companies, it would help rather than diminish the good prospects of the China Fire Insurance, and he hoped that Major Brown's argument would not meet with the approval of the shareholders (applause).

The Chairman then said the remarks were uncalculated for, but that of Mr. Shewan being agent for four Insurance Companies would bring great credit to the China Fire Company.

Mr. Shewan in vindication of the point discussed, said that he had previously brought the matter to notice of the Secretary before the meeting, and he was sure that being a Director of the China Fire Insurance, he would endeavour to put more business for the Company, and compete against it.

The matter dropped.

On the motion of Mr. Wilcox and seconded by Captain Roach, Messrs. J. H. Cox, and J. W. Hutton Potts were unanimously elected auditors.

The Chairman then asked whether there were any more questions, and none being forth coming, he thanked the shareholders for their presence and informed them that the dividend warrants would be ready this evening. This was all the business.

HONGKONG FIRE INSURANCE CO., LTD.

The thirty-third ordinary annual meeting of shareholders in the Hongkong Fire Insurance Co., Ltd., was held this afternoon at the offices of the Company, Peddar's Street. There were present the Hon. J. J. Bell-Irving (Chairman), Hon. C. P. Charter, C.M.G., Messrs. H. P. White, A. J. Raymond, F. Maitland, and A. Ross (Consulting Committee), T. Veitch (Secretary), Capt. Clark, Capt. G. C. Anderson, Messrs. J. J. Leiria, S. S. Benjamin, E. C. Emmet, J. R. Michael, J. S. Anton, K. A. Chinoy, J. A. Chinoy, G. L. Tomlin, K. McRoss, M. S. Northcote, W. A. Cruikshank, J. Keswick, R. H. Leigh, T. Arnold, J. C. Henderson, W. C. Clarke, R. C. Wilcox, Ho Fook, Lo Cheung Shu, and Chen Sam.

The Chairman said—Gentlemen the report and accounts having been in your possession for some time, with your permission we will adopt the usual custom and take them as read. It is hardly necessary for me to say much with regard to the result of the working of the 1900 account, it speaks for itself. In our last report you will have noticed the balance at credit of the working account on the 31st December 1900 was \$341,020.82 with a 12 months' risks to run off; we were exceedingly fortunate in escaping any heavy losses, the result being that the balance for present appropriation is the largest, I think, in the annals of the Company and we are enabled to recommend for your approval the payment of a dividend of \$5 per share, the addition of \$31,379.48 to the Reserve Fund, which will then stand at the substantial figure of \$1,134,971 also a bonus to contributing shareholders of \$4,215.33. This result will doubtless be as much a source of satisfaction to yourselves as it is to the Consulting Committee and General Managers, and although we would have liked to recommend a somewhat smaller dividend and the carrying forward of an amount to strengthen last year's account the Company's Articles of Association do not admit of our so doing, which for some reasons is perhaps to be regretted.

Now as regards last year's working you will note satisfactory increase in the premium and interest accounts as compared with 1900 on the other hand the losses show a considerable increase, but as I have already stated that year was a very fortunate one indeed for the Company; notwithstanding these heavy losses however the balance carried forward is only \$7,321 less than in 1900. The Company suffered somewhat severely by the disastrous conflagration at Foochow in July last and losses in Yokohama have been larger than usual. In Hongkong to the want of an adequate supply of water, due to the prolonged drought, fires, which to the ordinary course would probably have been promptly extinguished by our efficient Fire Brigade have in some instances got such hold before water from the harbour could be brought to bear, that losses have been heavier than would have been the case had the hydrants been available at the outset. The losses paid as per account on 31st December were \$75,929.94, in addition to which further claims paid and outstanding to date amount to nearly \$35,000. As regards our Mortgages, these you will notice show an increase of \$85,357 as compared with the previous year. Our Surveyors in their Reports on the various properties mortgaged to the Company state that in every instance there is ample margin against the amount advanced. It does not occur to me to make further remarks regarding the position but as this is probably the last meeting at which I shall preside, I wish to express my sincere good wishes for the Company's continued prosperity. Before moving the adoption of the Report and accounts I shall be pleased to give any further information in regard to the report which any shareholder may desire.

There being no questions the Chairman moved the adoption of the report and accounts. Mr. C. Palmer—I think it is unnecessary, to say anything on such an excellent report. I beg to second the Chairman's proposition that the report and accounts be adopted and passed. Mr. Anton proposed and Mr. Ho Fook seconded the confirmation of the appointment of Messrs. H. P. White and A. Ross as members of the Consulting Committee, and also that the Hon. C. P. Charter, C.M.G., Messrs. Raymond, Maitland, White, and Ross be re-elected to serve on that Committee until the next annual meeting.

The motion was carried. Mr. Leiria proposed, and Mr. Northcote seconded, and it was agreed that Messrs. W. Hutton Potts and R. Fullerton Henderson be re-elected auditors.

The Chairman—Gentlemen, that is everything. The dividend warrants will be issued to-morrow.

THE CHOLERA AT CANTON.

Though the severity of the outbreak of cholera in Canton is discredited in some quarters there is no least doubt that the inhabitants of the City are suffering to a great extent from the disease. At the present time cholera is epidemic in Canton and there have been many deaths among the natives as evidenced by the increased activity in the coffin shops. Another death occurred yesterday among the Europeans the victim to the disease being a Mr. T. Stephenson, an acting Boat Officer in the Chinese Imperial Maritime Customs. This makes the third death from cholera among the European community.

SANITARY SURVEYOR'S REPORT.

Mr. J. Bryan, the Sanitary Surveyor, in his report for the year 1901, which was laid before the Sanitary Board this afternoon, stated that during last year 715 houses had been completed, and repairs or additions made to the drainage arrangements of 308 houses. Of 54 buildings, treated in the matter of drains and sanitary fittings nine required reconstructing and 45 amending. In each case the necessary work had been completed. Besides these 54 buildings the Sanitary Surveyor or the Drainage Inspector inspected 27,482 houses out of which 2017 were slightly defective in the drains. The Medical Officer of Health had 661 nuisances reported to him, and the Director of Public Works, 417. The cleansing of drains to 1,181 private houses took place. No new water closets were erected during the year, though 13 urinals with automatic flushing tanks had been built. During the year certificates had been granted for 796 new houses and two additions. This was the largest number of new buildings certified in any one year since the records had been kept, viz. 1889. The Plague Cemetery at Kennedy Town was nearly full, there being room for about 50 more bodies. As an extension could not be very well made, owing to the nature of the ground, a valley at Cheung Sha Wan had been selected for future burials, and the work of laying out the cemetery was being proceeded with. During the past year 47 summonses had been issued while there had been 42 convictions, five cases being withdrawn. The penalties amounted to \$250 which was a great improvement on the previous year when there were 175 summonses with penalties amounting to \$1,635.

H.M.S. "TERRIBLE'S" PIROUETTE AND PIERETTE TROUPE.

The Pierrot and Pierette Troupe of H.M.S. "Terrible," under the patronage of Vice-Admiral (Cyprus) Bridge, K.C.B., gave a very successful concert last night at the City Hall. It must have been gratifying to the management to see such a good house to greet their first appearance, and more so, when it is borne in mind, that the proceeds are to be devoted to charitable purposes. After the overture "La Lyre D'Or" by the "Terrible's" band, the curtain was raised and presented to the audience a very picturesque scene. In all there were twenty artists, half of the troupe personified the fair sex and looked absolutely charming in their tasteful dresses, whilst the other half made a very quaint picture in their sugarloaf hats and red spotted costumes.

The programme was divided into three parts. The first and second consisted of jokes, songs, choruses, stump speeches, comic solos, sailor's horn pipe, and clog-dance which latter item was cleverly performed by Mr. Mitchell.

The entertainment was brought to a close by a farce entitled "Borrowed Plumes," which was ably sustained by the various artists.

Great credit is due to those who are responsible for the management. The performance will be repeated to-night, when we can safely guarantee our readers a very good evening's enjoyment.

THE DUPLICITY OF JUNG-LU.

From reliable sources we learn that the arch-fiend Jung-Lu, is still as powerful as when the Boxer rebellion broke out. Notwithstanding his avowed contempt of foreigners, he has, according to our informant, been trying to get into the good graces of the European officials. Previous to the coup d'état in 1898, he suppressed all newspapers in China, but now has suddenly financed people to start newspapers and schools. His idea is to show to the foreigners that he was always progressive and to bluff them into the belief that he had no hand whatsoever in the Boxer rebellion, but was only a servant of the Empress Dowager, whose obedient tool he was. There is a feeling shared by a great majority of Chinese, that China will never see reform as long as Jung-Lu is in power and backed up in everything by the Empress Dowager. What deep laid scheme is in project we are not to know, but we feel confident that the firm compact of the Empress Dowager and Jung-Lu will brew no good.

FREE ENGLISH SCHOOL FOR CHINESE.

At this present moment when all the eyes of Europe are centred on China, and generally consider "things Chinese" as connected with the dark ages, it is very gratifying to know that there are Chinese gentlemen in Hongkong who are as progressive and educated in their ideas as their European brothers.

At No. 78, Bonham Strand, West, a school has just been opened having for its object, the teaching of English to the Chinese in all its elementary branches. The school is free, and is maintained by our two much-respected citizens, Mr. Chan He Wan managing director of the Hip-On Insurance Company, and Mr. Lo Koon Ting of the Kung Wo firm. The school is known as "The Koon Hui Yee S'k School."

It is entirely fitted out in European style, and is lighted up with gas throughout. There is accommodation for 120 pupils, which has been all taken up. To show how keen our Chinese friends are desirous of acquiring Western knowledge, over 300 applied for admission on the second day of its inauguration but as the place was limited, these had to be reluctantly turned away. Three qualified Chinese schoolmasters, ex-monitors of the Queen's College, have been engaged, and there is already a marked tendency of progress.

The upkeep of the school will take over \$3,000 a year, and the school is opened from 7 p.m. to 9 p.m. Messrs. Chan He Wan, and Lo Koon Ting, are to be congratulated, and as far as we are able to judge, this is the first time a school of such a nature has been started in the Colony. We trust the school will have a long career, and every prosperity to its promoters and financiers.

COTTAM & CO. ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES. (2154)

Intimations.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED. (IN LIQUIDATION).

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 5, Queen's Road Central, Victoria, in the Colony of Hongkong, on MONDAY, the 10th March, 1902, at 3 o'clock in the afternoon for the following purposes:—

- To receive from Messrs. MEYER & Co. the former General Managers of the Company the accounts of the Company from the 1st January, 1901, to the 31st December, 1901, when the Liquidation commenced and discuss the same.
- To receive from the Liquidator the accounts of the Company in Liquidation from the 5th December, 1901, and discuss the same.
- To determine how a small credit balance shown in the said Liquidation accounts is to be disposed of.
- To consider and if thought fit pass the subjoined extraordinary resolution namely:—

"That the books, accounts, documents and papers of the Company and of the Liquidator be kept in the possession of the Liquidator until the 10th March, 1902, and that then such books, accounts, documents and papers be destroyed."

J. G. SCHRÖTER, Liquidator.

Hongkong, 6th February, 1902. [163d]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on TUESDAY, the 11th March, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1901, with the Report of the Directors, and to discuss any matter that may be completely brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th instant, both Days inclusive.

By Order of the Board, C. MOONEY, Secretary.

Hongkong, 1st March, 1902. [256d]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1901, on or before the 15th instant, on which date the Accounts will be CLOSED.

By Order of the Court of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st March, 1902. [252d]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTER OFFICE, Fletcher Street, until 12 o'clock NOON, on FRIDAY, the 14th inst., for the undermentioned Supplies and Services for a period of 12 months from the 1st of April, 1902.

- Hospital Supplies and Medical comforts.
- General Supplies and Provisions.
- Barrack Supplies.
- Scavenging and Lighting Lamps.
- Washing.
- Supply of Launches, Junks, Coolies &c.

Forms of Tender, and any further Particulars can be obtained on application to this office, addressed to the DEPUTY ASSISTANT ADJUTANT GENERAL (B), between the hours of 10 A.M. and 4 P.M.

The right to reject any or all tenders is reserved. The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered, upon the proper form, at the Head Quarter Office, by 12 o'clock NOON on the above date, under closed envelope, marked Tender on the outside.

[Sd.] F. W. B. KOE, Lieutenant Colonel.

Head Quarter Office, Hongkong, 5th March, 1902. [274d]

SEALED TENDERS.

SEALED TENDERS in Duplicate will be received at the R.N. HOSPITAL, until 10 A.M., on the 15th March, 1902, from persons desirous of supplying BEEF, MUTTON, FOWLS, BREAD, PURE COWS MILK, AERATED WATERS, ICE and other Provisions, and necessaries for the year ending 31st March, 1903.

Sealed Tenders in Duplicate will also be received for the Hospital Washing, and for Coal (Alkali), Printed Forms of Tender and further Particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any Tender is reserved. W. B. DREW, Dep. Insp. General.

R.N. Hospital, Hongkong, 5th March, 1902. [272d]

NOTICE.

NOTICE is hereby given that the New Wharf at Canton used by the Steamship "BAKAN MARU" has been Leased by the Owners to the Undersigned for 20 years, with option, from May, 1901, and the public is hereby warned that no Persons, Firms or Companies other than the Undersigned can at any future time during the said period of 20 years acquire the right to exercise and enjoy during such period any rights, advantages or benefits in connection with the said Wharf without first obtaining the written consent of the Undersigned thereto.

[Sd.] LUK KING NAM, Care of Tanichuchi Kato & Co., No. 64, Queen's Road Central, Hongkong, 4th March, 1902. [269d]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on SATURDAY, the 15th March, at 8 o'clock P.M. Devonians wishing to join are requested to communicate as early as possible with

MOUBRAY S. NORTHCOTE, Hon. Secretary, C/O HONGKONG CLUB, Hongkong, 25th February, 1902. [235d]

WANTED.

A CHINESE CLERK must be able to read and write English well and be quick at figures. Salary \$50 per month. Apply

"CLERK" C/O This Office, Hongkong, 5th March, 1902. [274d]

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

PILNER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for **DR AUER VON WELSBACH Co., VIENNA,** THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

[954c]

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.

Stanley Gibbon's Stamp Catalogue; 2 vols., 1902	\$ 2.50	Twentieth Century Inventions, by Sutherland	\$ 3.25
"Shakespeare Works in 36 Pocket Volumes	12.50	The Dragon of Pekin, by Brereton	3.25
William Pitt, by Green	3.25	John Chinaman, by E. H. Parker	5.50
Diary of the Siege of Legations at Peking, by Oliphant	3.25	Belonged Pekin, "The Yellow Crime," by Colman	4.50
The Heart of the Prairie, by Mackie	2.25	A Doctor in Khaki, by Freemantle	5.50
Diary of a Nurse in South Africa, by Alice Bron	2.25	Actors of the Century, by Whyte	15.00
		Chinese Characteristics, by Smith	4.00

Hongkong, 22nd February, 1902. [134d]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th Jan., 1902. [1733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1895. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOUS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

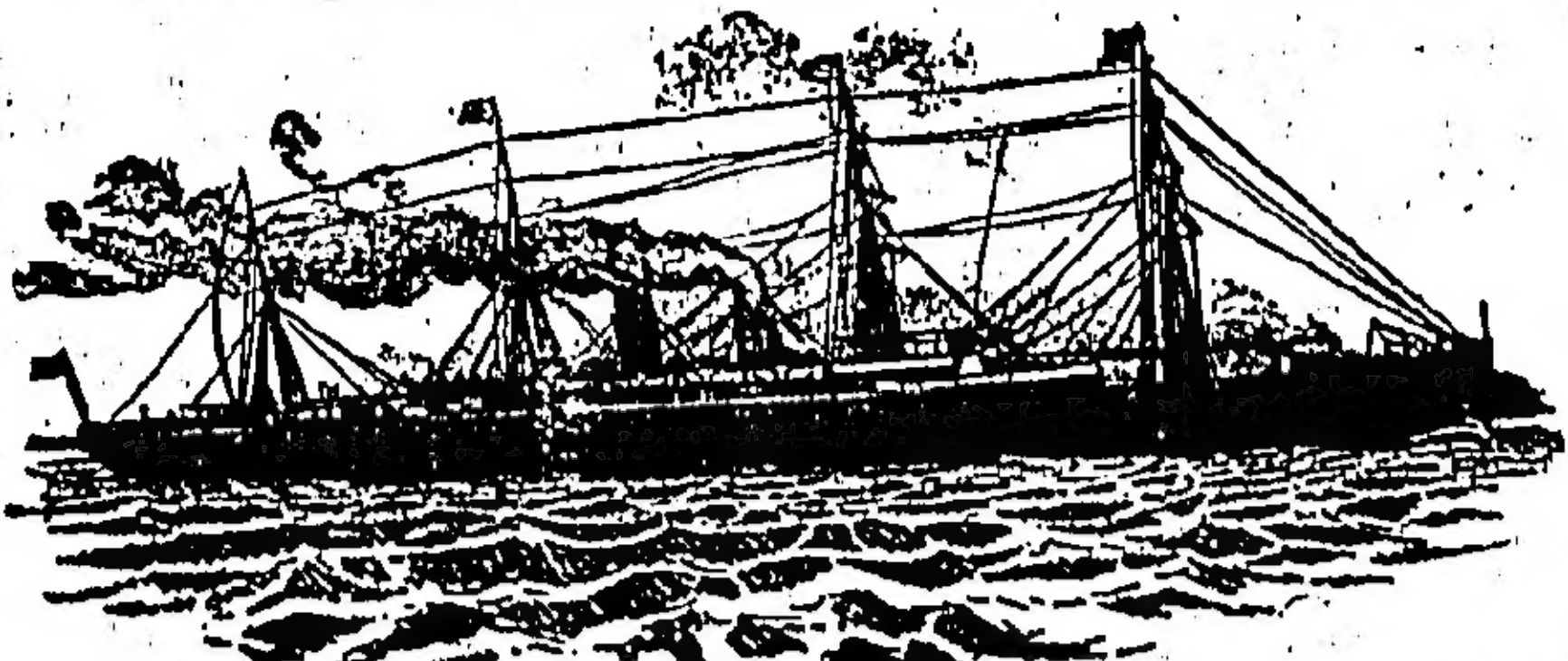
For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECKENHAM, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"HONGKONG MARU"	SATURDAY, 8th March, at Noon.
"CHINA"	TUESDAY, 18th March, at Noon.
"DORIO"	TUESDAY, 25th March, at Noon.
"NIPPON MARU"	THURSDAY, 3rd April, at Noon.
"FERU"	FRIDAY, 11th April, at Noon.
"COPTU"	SATURDAY, 19th April, at Noon.

THE T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full, value of contents required.

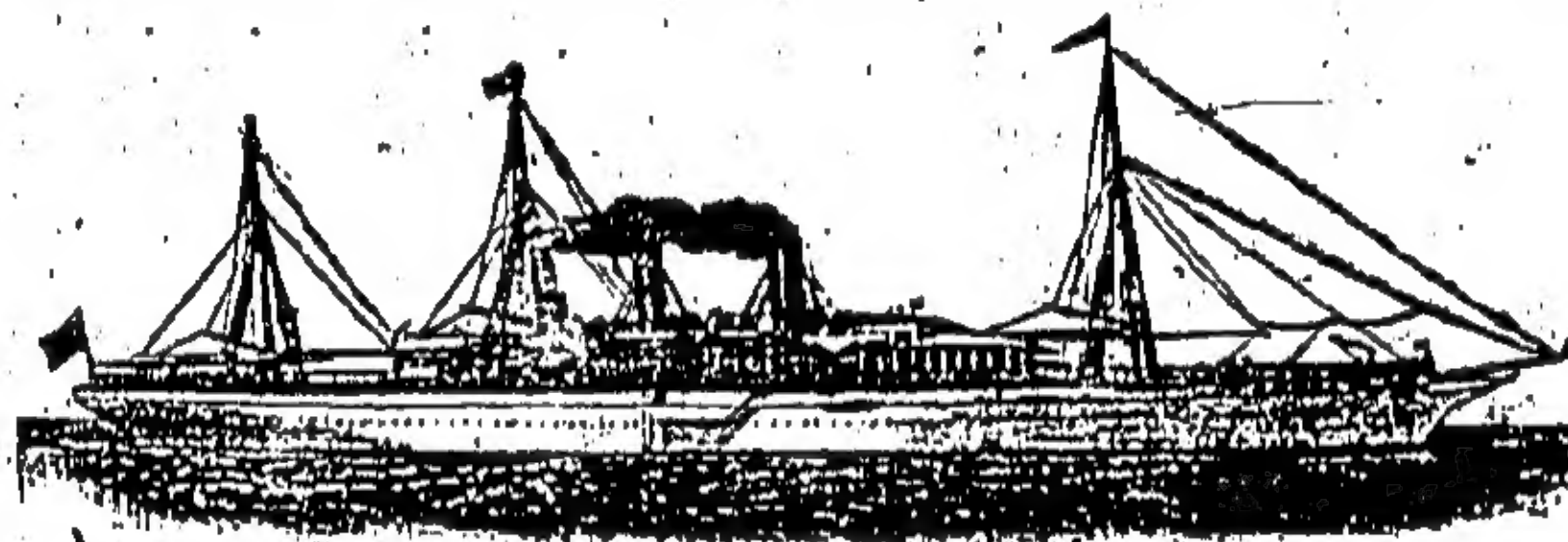
Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 27th February, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.
TARTAR	Comdr. E. Beecham, R.N.R.	WEDNESDAY, 16th April.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Prater's Street.

Hongkong, 26th February, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SITHONIA	HAYRE and HAMBURG.	11th Mar.	Freight.
ARMENIA	(Calling at SINGAPORE and COLOMBO).	25th Mar.	Freight.
SACHS	GENOA and HAMBURG.	26th Mar.	Freight and Passengers.
KONIGSBERG	(Calling at SINGAPORE and PENANG).	9th April.	Freight.
MAYER	HAYRE and HAMBURG.	23rd April.	Freight.
BAMBERG	(Calling at SINGAPORE and COLOMBO).	7th May.	Freight.
ZURBACH	HAYRE and HAMBURG.	21st May.	Freight.
ADRIA	(Calling at SINGAPORE and PENANG).	8th April.	Freight.
SEGOVIA	HAYRE and HAMBURG.		
POENI	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAYRE and HAMBURG.		
JAEGER	(Calling at SINGAPORE and PENANG).		
ARAGONIA	NEW YORK.		
Fort.	via SUZ CAVAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 1st March, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
SATURDAY, the 8th March, 1902,
at 2 P.M.,
at his Sale Rooms, Duddell Street.
A FINE COLLECTION OF
RARE CHINESE, BRITISH COLONIES,
SOUTH AMERICAN and PORTUGUESE
COLONIES STAMPS, Complete sets.
Particulars can be seen in Catalogue on
view from THURSDAY, the 6th instant.
Terms Cash on Delivery.
GEO. P. LAMBERT,
Hongkong, 3rd March, 1902. [260d]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held at the Offices of the Public Works
Department, on
MONDAY,
the 10th day of March, 1902, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st February, 1902. [262d]

Particulars and Conditions of the letting
by Public Auction Sale, to be held on Monday,
the 10th day of March, 1902, at 3 P.M., at the
Offices of the Public Works Department, by
Order of His Excellency the Officer Administering
the Government, of One Lot of CROWN
LAND, in the Colony of Hongkong, for a
term of 75 Years, with the option of renewal
at a CROWN RENT to be fixed by the
Surveyor of His Majesty the KING, for one
further term of 75 years.

No. of Sale.	Locality.	Boundary Measurements.	Containing Square Feet.	Annual Rent.	Upset Price.
1	Harbour Road.	175 ft. 115 ft. 80 ft.	80,000	\$7	1,200

PUBLIC AUCTION
of
VALUABLE LEASEHOLD PROPERTY
situate at
YAU MATI, KOWLOON,
IN 4 LOTS.

FRIDAY, the 14th March, 1902,
at 3 P.M.
At his Auction Rooms,
by
MR. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that piece of ground intended
to be registered in the Land Office as Section
A of Kowloon Inland Lot No. 911.

LOT 2.—All that piece of ground intended
to be registered in the Land Office as The
Remaining Portion of Kowloon Inland Lot
No. 911.

LOT 3.—All that piece of ground intended
to be registered in the Land Office as Section
A of Kowloon Inland Lot No. 912.

LOT 4.—All that piece of ground intended
to be registered in the Land Office as The
Remaining Portion of Kowloon Inland Lot
No. 912.

Each of the above Lots contains an area of
6,375 square feet or thereabouts.
For further particulars, apply to—
EWING & HARSTON,
Vendors Solicitors,
or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 15th February, 1902. [199d]

Notice of Firm.

DURING my ABSENCE and until further
notice Mr. ROBERT HAY BERRY MITCHELL
will be GENERAL MANAGER of
the Firm of H. PRICE & CO.
HERBERT PRICE.
Hongkong, 4th March, 1902. [268d]

CAMPAGNE DES MESSAGERIES
MARITIMES.

FROM This Date I have RESUMED
CHARGE of the above Company in
Hongkong
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd March, 1902. [261d]

Intimations.

GOVERNMENT NOTIFICATION.
The following Notice is published.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th February, 1902.

NOTICE TO MARINERS.
HONGKONG HARBOUR.
SOUTHERN FAIRWAY.

R. MURRAY RUMSKY,
R. Com., R.N.
Harbour Master, &c.
Harbour Department,
Hongkong, 26th February, 1902. [250d]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out from Stonecutters
Island on the 10th, 11th, and 12th March at
targets in a Westerly and South-Westerly
direction, also on the 13th March from Belchers
at targets in a North-Westerly direction.
Practice will commence each day about
9.30 A.M.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st March, 1902. [199d]

THE TRIPLE COLLISION IN THE
HARBOUR.

THIRD DAY'S HEARING.

The hearing of the suit s.s. 'Tai Cheong' v.
s.s. 'Skramstad' was resumed yesterday before
the Acting Chief Justice, His Lordship A. G.
Wise.

Captain O. Hanssen, the master of the
'Skramstad' gave further evidence, and in
cross-examination acknowledged that he had
never been in a collision, though he once had a
narrow escape. He gave further testimony con-
cerning the lights he saw in the Harbour on
the evening in question, and referring more
particularly to the collision said after the
'Skramstad' was run into she continued to go
full speed astern. No order was given im-
mediately after, but shortly afterwards he gave
the order to put the helm amidships. The hatch-
ways were off the fore-hold and he could see the
water rushing in. He went down from the
bridge to the fore-castle and shouted to the
captain of the 'Tai Cheong' asking why he
did not keep under a port helm. The collision
bulkhead was slightly farther forward than
the break of the fore-castle. The ship's
side was pierced a little behind the bulk-
head. The hole was about 2 feet or 2½ feet
from the bulkhead. The angle at which the
ships struck was between 30 and 35 degrees.
He did not see the 'Perla' colliding with the
'Skramstad'. After the collision between the
'Skramstad' and the 'Tai Cheong' the latter
was pulling at them and both ships went astern
towards the Hongkong shore, going round a
little to starboard. The 'Tai Cheong' was about
the same size as the 'Skramstad', the greatest
speed of which was a good 10 knots in ballast.
While the two ships were together they went
in towards the land three or four cable lengths,
probably a little more. After the 'Tai Cheong'
got clear of the 'Skramstad' she moved in far-
ther towards the shore. The draught of the
ship was between 12 and 13 feet aft then and
between 7 and 8 feet forward. Fully loaded
she drew 18 feet 6 inches aft and 17 feet 3
inches forward. When he was coming in and
the 'Tai Cheong' showed her red light he
ported his helm and then eased it. Before the
collision he was under a hard-a-port helm and
the engines full speed astern for a good one
minute. The witness went on to mark on a
chart the courses steered by the 'Skramstad',
the 'Tai Cheong' and 'Perla' before the
collision. When he saw the 'Tai Cheong',
she continued to change from green to red,
he saw her three lights just for a moment
as she turned round. When he went full speed
astern he gave a blast on the whistle. The two
Chinese he picked up outside were from two
separate boats; they called themselves pilots.
He had never been out to China before. The
pilots came aboard one after the other. They
gave him no assistance.

By His Lordship—He did not need their
help until he got to the anchorage. He thought
it better to have a man on board.

Re-examined—The second Chinese had a
card from Messrs. Sander, Weiler, his agents.
T. G. Bryde, chief officer of the 'Skramstad'
on the 20th Nov., deposed that he came out to
China on the 'Skramstad'. On the evening of
the 20th November he came on deck about
half-past five. They were steering for a light
at Kowloon which bore right forward. He
noticed two steamers approaching them, about
1½ miles off. He saw the masthead and green
lights of both vessels. They bore from a quar-
ter to half a point on the starboard bow. Soon
after he saw the first steamer show her red light
and shut out her green. After seeing that red
light he noticed that the 'Skramstad' was turn-
ing to starboard, for the Kowloon light broadened
on their port bow. The 'Tai Cheong' and the
'Skramstad' were showing red to red. They
would have gone clear of each other if
they had continued on their respective
courses. The next thing he noticed was the
'Tai Cheong' showing her green and shutting
out her red light, and he could see she was
turning towards the 'Skramstad'. When he
saw her green light this time she was distant
about four ship's lengths—he could not say
exactly. He was sure then that there would be
a collision. The 'Tai Cheong' struck them on
the port bow just beside the fore-castle-head, at
an angle of about 45 degrees. He saw the
'Perla' strike the 'Tai Cheong' after the latter
collided with them. The 'Perla' struck the 'Tai
Cheong' about amidships on the port side. It
was not a very hard blow. Then the 'Perla'
came on to them and struck their starboard
anchor. He did not see the 'Perla' touch
their hull. After the collision the 'Skramstad'
went over a little to starboard. If both vessels
had continued on their courses they would have
cleared each other, for he could see clear water
between them. Their helm was not starboarded
after they saw the 'Tai Cheong's' red light.
The 'Tai Cheong' was under a starboard helm
when she struck them. He heard no whistle
from the 'Tai Cheong'. When the vessels
were fast together they moved towards the
shore. When they got clear of the 'Tai
Cheong' they continued to move towards the
shore and they sank close to it.

Cross-examined—After the vessels struck,
the stern of the 'Skramstad' turned round
towards the Hongkong shore. When the 'Tai
Cheong' struck them he thought she was going
full speed ahead. The 'Tai Cheong' pushed
them for a distance of about three cables. She
remained stuck in the 'Skramstad' at about
the same angle at which she struck. Between
the time when he saw the 'Tai Cheong's' green
light and her red light he did not pay any
attention to the 'Perla's' light. He could not
tell in the least what was the distance between
the 'Tai Cheong' and the 'Perla'. He could
not give any reason for having concentrated
his attention to the 'Tai Cheong' except, he
supposed that, the 'Perla' was behind. When

he first saw these two steamers they were both
steering a course that would carry them across
the 'Skramstad's' bows, but he took no notice
of the 'Perla' until he saw her after the
'Skramstad' was struck by the 'Tai Cheong'.
He heard no whistle except their own. He
would have heard either the 'Perla's' or the
'Tai Cheong's' whistles if they had been blown.
He had been down in the hold of the
'Skramstad' since she was raised. The collision
bulkhead was not started; it was situated about
20 feet from the bow. There was a solid
bulkhead between the fore hold and the engine-
room. When he was on the fore-castle after
the collision he shouted to the 'Tai Cheong' to
give them a shove ashore as the water was
pouring in. The carpenter took soundings but
did not report the result.

V. Fredholm, A.B. on board the 'Skramstad'
at the time of the collision, stated that he put
out the sidelights about 5.15. He then went
on the fore-castlehead to act as look-out. After
going through the Pass, the ship was steering
for a bright fixed light about right ahead. The
'Tai Cheong' altered her course and got a
little on the starboard bow and showed her red
light. He noticed that the 'Skramstad' altered
her course and went under her port
helm. Afterwards he saw the 'Tai Cheong' alter
her course and open her green light again,
and he thought there was going to be a
collision. Immediately afterwards he heard a
single blast of the 'Skramstad's' whistle and an
answer from the engine-room. He shouted
through the ventilator to those in the fore-castle
to come on deck as there was going to be a
collision. The 'Skramstad' was never under
a starboard helm. As the 'Tai Cheong' came
in upon them showing a green light that
showed she was under a starboard helm. He
heard no whistles from the 'Tai Cheong'.

Cross-examined—The 'Tai Cheong' and the
'Skramstad' were going red to red when he
saw the 'Perla's' red light. If the ships had
kept on their courses the 'Perla' would have
passed the nearer to them and would have
been well clear—perhaps half a ship's length.

C. Cristofersen stated that he had been car-
penter on the 'Skramstad' for 14 months before
the collision. He gave corroborative evidence
to that of the two previous witnesses with
reference to the approach of the two ships
prior to the collision. When he saw that a
collision was about to happen he put his head
through a ventilator and sung out to the fire-
men to clear out.

Cross-examined—He never noticed the
'Perla' at all until after the collision. An
officer on the 'Tai Cheong' asked how much
water they had in the hold and he replied that
there was 10 or 12 feet. He sounded the water
in the hold after the collision and found one
foot of water. He reported this to the captain,
who ordered him to sound again and this time
he found five or six feet. This was about
eight minutes after the first sounding was
taken. When he went on deck again he saw
the 'Perla' passing their starboard bow. He
sounded again and found 10 feet. It was after
that he told the people on the 'Tai Cheong'
that there were 10 or 12 feet of water in the
hold.

A. Marcasson deposed that he had been on
the 'Skramstad' for 20 months as second
officer. On the evening of the 20th November
he came up from below a little before six
o'clock. He saw the red light of the 'Tai
Cheong' broadening on her port bow. He
then saw the 'Tai Cheong's' green light open-
ing up. As soon as that light opened he
heard a short blast on the 'Skramstad's'
whistle and saw the captain put the telegraph
indicator "Full speed astern." That was
directly after the whistle. When he saw the
'Tai Cheong's' green light he thought there
would be a collision. The 'Tai Cheong' struck
them on the port quarter.

Cross-examined—He did not see the 'Perla's'
lights until she struck the 'Tai Cheong'. They
were about half a mile from the shore when
the collision occurred. After the 'Skramstad' got
clear of the 'Tai Cheong' she moved a little
nearer the shore before sinking. When the
'Tai Cheong' pulled out, the 'Skramstad' sank
six or seven feet by the bows, which brought
the propeller up, but not altogether clear of the
water.

By His Lordship—They floated for four or
five minutes after the 'Tai Cheong' pulled clear
of them.

Thor Nass, a seaman on the 'Skramstad',
stated he was steering the vessel from four
o'clock up till the time of the collision on the
20th November. In coming through the Pass
they kept to the starboard side. After leaving
the Pass, they had the bright light at Kowloon
right ahead. He steered for that light. The
witness went on to corroborate the evidence of
the previous 'Skramstad' witnesses with regard
to the movements of the ships in approaching
each other.

Cross-examined—It was the Chinese pilot
who directed him to steer for the bright white
light. In coming through the Pass the helm
had to be altered to avoid junk.

HONGKONG HOTEL CO., LIMITED.

The following is the report of the board of
directors to be presented at the ordinary meet-
ing of shareholders, to be held at the Com-
pany's Hotel, at noon, on Tuesday, the 11th
March—

Gentlemen.—In accordance with Section 56
of the Articles of Association, the directors beg
now to submit to the shareholders their report
for the half-year ended the 31st December,
1901.

ACCOUNTS.
The profit on working account amounted for
the six months to \$88,550.33, as compared with
\$75,148.53 for the corresponding period of 1900,
showing an increase of \$13,401.80, or about 18
per cent.

The profit and loss account, including a
credit balance of \$10,497.30 brought forward
from 30th June, 1901, shows a credit balance
of \$94,477.49.

The directors propose to apportion this sum
as follows—

To pay a final dividend of 12 per cent. for the half-year, absorbing	\$ 72,000.00
To add to the reserve fund	5,000.00
To set aside against repairs and renewals	10,000.00
To write off from value of furni- ture and fixtures	5,000.00
To write off from value of steam-launch	2,100.00
To carry forward to new account	377.49
	\$ 94,477.49

DIRECTORS.
Mr. W. Parfitt retires by rotation, but offers
himself for re-election.

AUDIT.
The accounts have been audited by Messrs.
W. H. Potts and H. U. Jeffries, but the appoint-
ment of the latter needs confirmation by the
shareholders. They offer themselves for re-
election.

R. CHATTERTON WILCOX,
Chairman.
Hongkong, 28th February, 1902.

The accounts are as follows:—
BALANCE SHEET,
31st December, 1901.

Capital—
12,000 shares at \$50 each (fully
paid up) \$600,000.00 |

1,000 mortgaged de-
bentures, autho-
rised, issued at
\$500 each \$500,000.00 |

Less \$500,000, not issued 275,000.00 |

Accounts payable 225,000.00 |

Unclaimed dividends 22,780.15 |

Balance at credit of repairs and
renewals account 514.79 |

Suspense account 438.33 |

Reserve fund 90,000.00 |

Profit and loss account 94,477.49 |

Assets.
Value of land and buildings as per last
report—

Maine Lot No. 5 and
remaining portion
of Maine Lot No. 3 372,045.60

Remaining portion of
Maine Lot No. 7 368,108.20

Praya reclamation 21,291.77 |

Value of furniture and
fixtures as per last
report \$105,980.65 |

Less written off, as re-
commended in last
report 10,000.00 |

Since added \$95,980.65 |

Stock of linen, crockery, and glass-
ware, &c. 68,427.61 |

Stock of wines, provisions, house-
hold sundries, and stationery 42,662.93 |

Shares in public companies 35,136.25 |

Licenses attaching to 1902 7,033.81 |

Steam launch 923.20 |

Hongkong and Shanghai Banking

the same stage in the next, a reform which has been long advocated and to which there seems no reasonable objection. To the disciplinary sections none but Nationalists and shameless rowdies will have the face to object, and the twenty, forty, and eighty days' suspension for first, second, and third offence respectively, is likely to become law to the advantage of House and Country. The two points round which most controversy at present centres, are the arrangement regarding questions, and the transference of the Parliamentary half-day from Wednesday to Friday. To take the last matter first, it is urged that four consecutive late sittings make a greater physical demand on members, and House Officials than if a break midway is provided. Against this argument outsiders feel that a regular holiday from Friday to Monday, and if non-controversial private business be in hand, occasionally from Thursday night to Monday, provides a remedy, but members are of course the best judges of the relative merits of the two rests. Again the Whips are said to fear that Friday being a short day, and wholly given up to private bills, it will be difficult to keep a sufficient number at the House to defeat any undesirable scheme that may be sprung upon the Assembly in the thin House, because the lazy men will leave town, and the busy ones will be away to attend to their own affairs. Finally, it is urged that Wednesday night is dinner party night, throughout society, and that Friday cannot be substituted for many reasons, of which conscientious scruples stand first. Hostesses are actively canvassing to ensure a defeat of this particular plan, and have gained most of the younger members, to whom society has naturally greater attractions than it presents to the domestic greybeards.

"QUESTIONS" PRESENTS THE CRUCIAL REFORM.

and the point upon which opinions are most sharply divided. That the proposed arrangement which leaves the afternoon free for important legislation, would make for the despatch of business and the checking of obstruction, is absolutely certain, and on that ground would receive the support of the best men on both sides. But a matter which requires consideration is this—Will the relegation of the questions to the background tend to make Parliament the servant instead of the master of the Government for the time being? An inquiry of an urgent nature might conceivably have to wait answer till after midnight, and out of this arises a point of inter-House jealousy. In the Peers Chamber if a similar question were put, the answer would be forth-coming in the afternoon, and thus "another place" would obtain a few hours start in information. Incidentally this fact would seem to dispose of the Press Gallery grievance. Reporters of the great Provincial journals urge that they will not be able to get answers to after midnight questions in time for insertion in next morning's issue, but if the reply is forthcoming in the Lords that difficulty is not insuperable.

It is quite clear that obstructionists, who will be far less disposed to waste time and make themselves ridiculous in the small hours, with only a quorum of impatient members yawning through their feeble lucubrations will object, and at the present time it seems probable that these gentlemen will be supported by many others with convictions of an honest kind.

The hopes of those who looked for the early introduction of

A REDISTRIBUTION BILL on the lines indicated at Blenheim, have been rudely dispelled. Mr. Balfour trusts that "not many Sessions will pass" before the subject is taken in hand, and this is interpreted as meaning that the Government will introduce a Bill before the next General Election. The Temperance Bill, shortly to be introduced, is a very drastic measure, and furnishes distinct evidence that the Ministry is no longer suffering from a sleepy indifference to home legislation arising out of the prolongation of the war. The most stringent clause of the proposed new law enacts that a man convicted of an offence of which drunkenness formed a part, (the being habitual drunkard), the police are to be notified and if he attempts to purchase liquor any time within three years, he becomes liable on conviction to a sharp penalty. Any publican supplying him with liquor to be likewise liable to a penalty.

Any licensed person convicted five times in five years of permitting drunkenness on his premises will be deprived of his license, unless the magistrates provide the police with written reasons for a renewal against which the police may appeal. It will also be made legal to commit habitual drunkards to infirmity homes without their consent, which under the present law must be first obtained. A married man or a married woman will in future be able to obtain protection against a partner who is an habitual drunkard.

MR. CHAMBERLAIN'S MALTA SPEECH has caused no little astonishment and much hearty appreciation among his admirers, no less than his opponents. As a fine fighter his oratory is always of an effective kind, but he is not at all times so successful when conciliation is the goal desired. It would, however, have been difficult for anyone to give way to a mere unreasonable sentiment with more grace and tact than did the Colonial Secretary when he announced his willingness to withdraw the language proclamation. In fact the value of the concession was nil, for of course Mr. Chamberlain could not bind the action of the Minister who may occupy his position fifteen years hence—the proclamation was rather in the nature of a warning in the publication of which the convenience of Maltese business men was chiefly consulted. But in appearance Mr. Chamberlain sacrificed his *amour propre* on the altar of Italian sentiment, and only a

GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASING PARLOUR GAMES, CROQUET, &c., &c.

strong and a patriotic statesman is able to do that.

Another matter which has been before Parliament and the country during the past week is the Remount Scandal. The Committee appointed to examine in to Sir Blandell Maple's accusations against the officers who purchased army horses in Hungary, entirely exonerates them from impropriety in that connection, and attributes the undoubtedly bad bargains which they drove in that country to "error of judgment." Great Britain appears to have lost in actual cash something running into six figures, through the inefficiency, or inexperience of those to whom this duty was entrusted, to say nothing of the indirect loss in blood and money which had horseflesh and not enough of it, entailed all last year. To err is human. The Remount Department has not in the past prepared its officers by systematic training, to cope with any sudden demand upon their skill and intelligence. Wherefore the great lesson would appear to be that the Department begin itself to put its important work upon a proper basis, that there may be no repetition of the present regrettable waste of public money. That reflection should not be allowed to entirely obscure another issue—namely that however necessary it may be in the interests of the service and the nation to get rid of inefficiency it is absolutely unjustifiable to bring accusations against the personal character of honourable men without the most overwhelming evidence against them. People fling insults at those who wear the King's uniform, which, if they ventured to repeat in public respecting any other individuals, would speedily land them in damages for defamation, and it is high time that public opinion should put an end to a circumstance so discreditable to our national honour.

AN ENTHUSIASTIC MOVE.

Once again the Colonies are showing the Mother country the way. From New South Wales and New Zealand, almost simultaneously, have come suggestions as to fiscal unity of the Empire. The Ministers of these two States propose that a rebate be given on all goods carried in British bottoms, and expect that in return, preferential treatment will be accorded to such Colonial goods as are at present liable to duty in this country. The move is hailed with enthusiasm by all the advocates of Imperial Federation—a rapidly growing party.

The practically hopeless condition of the Marquis of Dufferin has occasioned widespread regret. Although the veteran diplomatist has been ailing for some time—many people even say, ever since the death of his eldest son, Lord Ava in South Africa—it is only within the last week that any anxiety has been felt. Lord Claude de la Roche was summoned from his regiment several days ago, and yesterday the entire family had gathered in the sick room of one of the bravest, gentlest, and most tactful statesmen of the last quarter-century.

THE RENOVATION OF BUCKINGHAM PALACE is of so extensive a character, that I hear the chance of its being ready for the occupation of the Court during the Coronation festivities is not very probable. This sounds like bad management, and if true, will prove exceedingly inconvenient. The Palace, though an ugly structure, is very large, and was it have housed several of the Foreign Royalities, while those younger and more distant relatives of our own reigning Family who have no London home were to have accepted the hospitality of the Prince and Princess of Wales at Marlborough House. But with the King in residence there, all these arrangements will have to be altered, as York House is too small for visitors now that the nursery is so large, and Marlborough House is not very suitable for the entertainment of distinguished persons by the Sovereign though it met the needs of the Prince of Wales.

This week for the first time since the death of the late Queen, the King gratified his love for the drama by privately visiting the Lyric and Daly's theatres, where he witnessed "Mice and Men," and "A Country Girl," respectively. Although both these pieces are favourably received, the play attracting most attention at present is "Pilkerton's Peerage" of which Anthony Hope is the author. Though entitled "A Comedy" the piece is really a political parody dealing with the bestowal of honours. Unlike most productions of the kind, there is no malice, no pointed sarcasm, no bitterness in the jesting, the arrangements which hinge the concerns of the Empire on the love affairs of the minister's secretary, are manifestly ridiculous, and yet from first to last the play is an admirable piece of fooling. Mr. Hope has certainly added to his reputation as a playwright in "Pilkerton's Peerage."

The papers relating to the Dutch overture will be produced in Parliament on Tuesday. Expectation of any immediate result, from the negotiations is already half extinguished.

SERIOUS RIOTS IN RUSSIA.

LONDON, Feb. 28th. The full details of the grave revolutionary outbreaks in Russia last week are only just becoming known, owing to the efforts made to suppress the news.

Moscow University buildings were the scene of a furious pitched battle last Saturday. The students demolished all the furniture and interior fittings of the University in order to construct formidable barricades, where they hoisted the red flag of revolution at every prominent point, and made a stout resistance. The police were unable to cope with the outbreak and the troops had to be called out. After a combined assault, they carried the University by storm, entered the buildings and arrested the ringleaders. Number of casualties suppressed—*Shanghai Times*.

GIRAULT: CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES a most Splendid Assortment. (937c)

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,
Manager.
[1339c]
TERMS, MODERATE.
Hongkong, 7th December, 1901.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.
[1075c]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.
THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
[57d]
Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.
[1075c]

Intimations.
NEW YORK LIFE INSURANCE CO.
The Oldest and Largest International Life Insurance Company in the World.
SUPERVISED BY 82 GOVERNMENTS.
Written Business 1901 exceeds \$38,000,000 Gold. Actual Paid for Business 1901 exceeds \$26,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.
HECTOR W. SAMPSON,
Special Representative, Hongkong Hotel.
[1374c]
Hongkong, 11th February, 1902.

HIRANO WATER.
A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirono Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.
ANALYSIS PROVES ITS PURITY.
PATENT CORKING.
SIEMSEN & CO.,
Sole Agents, Hongkong and South China.
[776c]
Telegraphic Address: MARINEWORK, HONGKONG.
Code Used: A and A B C, 4th Edition.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepare
Office: 8 Queen's Road Central.
[1214c]
Hongkong, 8th November, 1901.

NOTICE.
THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/16 down to 1/8d, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1/100 down to 1/1000, and from 1/1011 down to 1/1011 from 1/1000 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling at the rate of \$1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready, means of proving accuracy is secured, as is illustrated in the following examples: To reduce \$879.17.11 into Dollars at Exchange 1/10 1/16—
\$879. o. o. = \$9,561. 926
17.11. = 9. 745
\$9,571. 671
whereas with the other exchange books the process would be as follows:—
\$800. o. o. = \$8,702. 550
70. o. o. = 761. 473
9. o. o. = 97. 904
17. o. o. = 9. 247
11. o. o. = 4. 497
\$9,571. 671
or to convert the dollars into sterling at the same rate of exchange:—
\$9,000.000 = £827. 6.10. 8
571.000 = 52. 9. 9.11
671. = 1. 2.13
£879.17.11.00
but by other books it would be:—
\$9,000.000 = £827. 6.10. 8
500.000 = 45.10. 3.4
70.000 = 6. 8. 6
1.000 = 1.10. 1
600. = 1. 1. 3
70. = 1. 9
1. = 1
£879.17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the *Daily Telegraph* Office, Price \$10 per copy.
[1734c]
Hongkong, 10th February, 1902.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JEYES FLUID
DISINFECTANT
SOAP
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
[121c]
Hongkong, 6th March, 1902.

ST. JOSEPH'S COLLEGE, HONGKONG.
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
[1214c]
Hongkong, 22nd November, 1901.

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.
J. H. WAINWRIGHT,
Manager.
[1339c]
TERMS, MODERATE.
Hongkong, 7th December, 1901.

Mails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 8th Mar., at Daylight
RIOTUN MARU N. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 10th Mar., at 4 P.M.
KAMAKURA MARU H. Petersen	KOBE and YOKOHAMA	FRIDAY, 14th Mar., at Daylight
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Mar., at Daylight
IYO MARU S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar., at 4 P.M.
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Mar., at Noon
INABA MARU W. Bainbridge	KOBE and YOKOHAMA	About FRIDAY, 28th Mar., at Noon
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 28th Mar., at Noon
YAWATA MARU A. E. Moses	HAMA, KOBE and YOKOHAMA	FRIDAY, 28th Mar., at Noon

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.
[15]
Hongkong, 1st March, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	A. Dixon	Mar. 8
Victoria	3,592	J. Panten	Mar. 15
Brainerd	3,601	W. Watt	Mar. 26
Olympia	2,837	J. Truebridge	April 5

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STENOGRAPHERS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL.

Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to
DODD & CO., LIMITED,
General Agents.
[13]
Hongkong, 1st March, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "BALLARAT"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this port BOMBAY on SATURDAY, the 15th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
[14]
Hongkong, 1st March, 1902.

WO SHING.

PRINTER, BOOKBINDER AND RUBBER STAMP MANUFACTURER.

Moderate Prices.
No. 10, POTTINGER STREET.
[1214c]
Hongkong, 28th January, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th March, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 9th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.
P. DE CHAMPMORIN,
Acting Agent.
[1004c]
Hongkong, 25th February, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
[15]
Hongkong, 28th May, 1902.

To be Let.

TO LET.
HOUSES in CLIFTON GARDENS, CONDUIT ROAD.
GODOWNS at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIVINGTON TERRACE, THE BUNGALOW, "CREAGAN," at the Peak, Six Rooms.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1499c]
Hongkong, 5th March, 1902.

TO LET.
"THE KENNELS" MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1514c]
Hongkong, 5th March, 1902.

TO LET.
A HOUSE in KNUTSFORD TERRACE, Kowloon. From the 1st of April.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1514c]
Hongkong, 1st March, 1902.

TO LET.
FOURTEEN EUROPEAN HOUSES, Nos. 14, 16, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, and 48, LEIGHTON HILL ROAD.
Apply to
THE HONGKONG & KOWLOON LAND & LOAN CO., LD.
[1514c]
No. 8, Queen's Road West, Hongkong, 22nd February, 1902.

TO LET.
GROUND FLOOR of GODOWN No. 1, New Praya, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1514c]
Hongkong, 1st February, 1902.

TO LET.
No. 1, STEWART TERRACE.—THE PEAL
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1799c]
Hongkong, 31st July, 1901.

TO LET.
"CRAIGMIN WEST," MAGAZINE GAP.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
[1514c]
Hongkong, 6th January, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWEILIN"	7th March.
MANILA	"TSINAN"	8th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	8th March.
CEBU and LOILO	"KAIFONG"	10th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	6th March, 1902.
"	"DARDANUS"	12th " "
"	"PROTHEUS"	19th " "
"	"DIOMED"	26th " "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"ULYSSES"	"	18th March, 1902.
"ANTENOR"	"	1st April, " "
"DARDANUS"	"	15th " "
"DIOMED"	"	29th " "
"MACHAON"	"	13th May, " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

FOR LONDON.	STEAMERS.	DUE.
"TYDEUS"	"	18th March, 1902.
"FROMETHEUS"	"	18th April, " "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "STRATHGYLE," will be despatched for PORTLAND (OR.) on or about the 16th instant.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 1st March, 1902. [1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 9th March.
FOR FOCHOOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 12th March.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 16th March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 19th March.

* Id Swallow and AMOV.

The Company's steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th March, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"BAVERN,"
of the NORDEUTSCHER LLOYD.
Captain H. Blecker, due here with the outward German Mail about the 6th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 3rd March, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUNSAN,"
Captain Buller, will be despatched as above TO-MORROW, the 7th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd March, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE AND GENOA.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"TRIESTE,"
Captain Mitty, will be despatched as above on SATURDAY, the 5th March, P.M.
This steamer has capital accommodation for passengers. A doctor is carried.
For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 21st February, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd March, 1902.

FOR VLADIVOSTOCK VIA NAGASAKI.

THE Steamship

"KOWLOON,"
Captain Rebbelund, will be despatched for the above Ports, on WEDNESDAY, the 12th March, at 5 P.M.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th February, 1902.

THE Company's well-known Steamship

"ROSETTA MARU,"
Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 13th instant, at 11 A.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 13th instant, at 11 A.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st March, 1902.

THE Company's well-known Steamship

"ROSETTA MARU,"
Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 13th instant, at 11 A.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st March, 1902.

THE Company's well-known Steamship

"ROSETTA MARU,"
Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 13th instant, at 11 A.M.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st March, 1902.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 7th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFLAIX & Co., General Managers.

Hongkong, 6th March, 1902.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Dupuy-Fromy, will be despatched for the above Ports, on or about MONDAY, the 10th instant.
For Freight or Passage, apply to
P. DE CHAMPMORIN, Acting Agent.

Hongkong, 3rd March, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port, on WEDNESDAY, the 12th instant, at Noon.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHAW, TOMES & Co., General Managers.

Hongkong, 5th March, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 20th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th March, 1902.

Entertainments.

THEATRE ROYAL.

CITY HALL.

HARRY OGILL AND JACK SUTTON'S ENTERTAINERS.

TO-MORROW (FRIDAY NIGHT), MARCH 7th.

SPECIAL VAUDEVILLE PERFORMANCE.

SATURDAY NIGHT, MARCH 8th.

FOR THE FIRST TIME IN HONGKONG, CHARLES HOYT'S INTENSELY FUNNY MUSICAL COMEDY

"A TRIP TO CHINA TOWN."

PRICES AS USUAL.

Box Plans at THE ROBINSON PIANO CO., LIMITED.

Doors Open 8.30. Overture 9 P.M.

Hongkong, 5th March, 1902.

THEATRE ROYAL.

CITY HALL.

MR. HENRY DALLAS' MUSICAL AND DRAMATIC CLUB.

GRAND OPENING NIGHT.

SATURDAY, March 15th.

The latest Musical Comedy now drawing crowded houses at the GAIETY THEATRE, London.

THE TOREADOR.

The following pieces will be played during the first week of the season.

SATURDAY, Mar. 15, THE TOREADOR.

MONDAY, "17, H.M.S. Pique.

TUESDAY, "18, H.M.S. Pique.

WEDNESDAY, "19, THE GISHA.

FRIDAY, "20, THE GISHA.

PLAN at THE ROBINSON PIANO CO.

PRICES AS USUAL.

Hongkong, 1st March, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"ORIENTAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Oceana, Persia and Sunda.
From Australia, ex S.S. Himalaya.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 6th March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 28th February, 1902.

STEAMSHIP "OCEANIAN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. Cambodge, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 8th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th instant, or they will not be recognised.

All damaged packages will be examined on FRIDAY, the 7th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 1st March, 1902.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU," are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 8th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 1st March, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd March, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Chartered Steamship

"TIENSIN,"

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 3rd March, 1902.

GRIMAULT'S SYRUP

OF

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Cough, Consumption, Obstructive Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other remedies have failed.

GRIMAULT'S SYRUP immediately arrests the Cough, soothes the inflamed and irritated throat, and the expectoration rapidly— a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S SYRUP has a fine colour, and is soft, bland, and palatable. Beware of Imitations.

GRIMAULT & Co., Paris, 14, rue de Valenciennes.

Hongkong, 1st March, 1902.

Intimations.

BRITISH NORTH BORNEO.

WANTED.

A POSTMASTER, British North Borneo Government, a CLERK experienced in Postal Matters. Salary \$80 per month. Apply giving full Particulars and Testimonials to the Secretary to the Governor, LABUAN.
17th February, 1902. [206d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to
DIRECTOR OF PUBLIC WORKS, SANDAKAN.
3rd February, 1902. [115d]

WANTED.

IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.
Apply to
"F.E.S."
C/o H.K. Telegraph Office.
Hongkong, 25th January, 1902.

C. E. WARREN,

BUILDING CONTRACTOR,

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